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OCT 11 2016
DIV. OF OIL, GAS & MINING

October 6, 2016

Paul B. Baker, Mining Program Manager
State of Utah, Div. of Oil Gas and Mining
1594 West North Temple, Suite 1210
Salt Lake City, Utah 84114

RE: Levan Henry Revised NOI

Dear Mr. Baker,

This is a response to your Letter dated Sept. 22, 2016 regarding the regrading of the access road into the Levan Henry Quarry. The NOI states that we will create a borrow ditch at the side of the road to carry the storm water runoff. We have found that because the road is largely perpendicular to the contours and very heavy clay that we get less riling from the runoff if we don't concentrate the flow into a "V" ditch and just let it sheet flow over the road. I have modified the wording of section titled "Minimizing Sediment and Erosion" on the attached page IV-2, change highlited in yellow to reflect this. The road has been regraded now and is in good condition.

Sincerely,

Brent R. Sumsion
Property and Environmental Manager

Cc: Wayne Western, Engineer

730 North 1500 West, Orem, UT 84057 • P.O. Box 1955 Orem, UT 84059 • (801) 802-6900 • Fax: (801) 802-0733

Minimizing Sediment and Erosion

Berms will be constructed at the edges of the disturbed areas to control any runoff water. The berms will prevent runoff from the disturbed areas from flowing into the drainage system, thus helping to avoid silting. These berms are intended to contain any and all storm water that falls onto the disturbed area to within the boundary of the disturbance. The berms will also prevent run-on. The lower pad may have some runoff so 1 (one) small sediment basin will be constructed. The basin will contain 135% of a ten year storm event. The basin will be about 3,000 square feet, 4 feet deep and will have a capacity of about 444cy. Storm water should not leave the site.

Access roads into the mine are largely perpendicular to the contours so the road will be graded flat to promote water flow distribution and not concentration, which will help minimize riling.

All Sediment controls will be inspected by the Gypsum Superintendent on a quarterly basis to ensure that they are in good condition and working properly. They will also be checked after heavy rainstorms to make sure they are sized and designed appropriately. Records of inspections will be kept for a period of two years.

Note: see copy of engineering calculations.

Deleterious Material Storage and Handling

One diesel tanks will be kept on site. The maximum size of the tank will be 12,000 gallons but this may vary from season to season (sometimes being smaller). The average daily inventory will likely be about 10,000 gallons of fuel. The tanks will be kept in a secondary metal containment structure and will contain 110% of the capacity of any tank placed in it. The tank will be placed in an area that should the secondary containment be breached any spilled fuel will not enter the stream or drainage channels. A SPCC plan will be developed for this site.

There will also be lube oil stored in 55 gallon drums. The drums will be placed over drip pans when in use. When drums are empty they will be hauled off site and disposed of properly.

Any small spills of fuel or lube oils will be collected and hauled to the Geneva Rock Point of the Mountain facility where the contaminated soil will be burned in the asphalt hot plant. Any large spills will be reported to the Division of Environmental Response and Remediation (DERR) and clean-up efforts will follow their guidelines.

Phone # for DERR 801-536-4100
Emergencies 801-536-4123

Soil Salvage

Any topsoil removal will be done with a trackhoe. All the soil and any plant matter will be stockpiled together in an area that will be undisturbed by mining activities. A berm will be built around the base of stockpile to prevent erosion. The berm will also be situated so that storm water will not erode the pile.

Soil removed from the roadways will be stored on the shoulder of the road. This will be done to control erosion and act as a safety barrier for vehicles.